

Intimation.

**WM. POWELL,
LIMITED,**
ALEXANDRA BUILDINGS,
Des Vaux Road.

The leading Drapers of
the Far East.

DRESSMAKING
AND
MILLINERY -
IN ALL THE
LATEST -
FASHIONS.

All the newest
Dress Fabrics, Flannels,
Crepes, etc., on show.

Everything
for Children's wear.

FURNISHING
DEPARTMENT:

Houses furnished completely.
Upholstering done by experienced
workmen under European super-
vision on the shortest notice.

Estimates—free of charge.

GENTLEMEN'S
OUTFITTING
ESTABLISH-
MENT:

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-
nel Shirts.

Fine Cashmere Half-hose—embroi-
dered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight
Overcoats.

Cheek Flannel, Knitted Woollen
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots
and Shoes.

White Buckskin Boots
with thick red Rubber
Soles, suitable for
Cricket, Golf, Tennis,
Yachting, etc.

New Goods arrive each
week for all Depart-
ments.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 6th January, 1905.

Entertainments.

THEATRE ROYAL.

IN AID OF THE FUNDS OF THE SOLDIERS' AND SAILORS' HOME.

**GRAND ORCHESTRAL
CONCERT**
BY THE BAND

OF
H. I. G. M. S. "Fuerst Bismarck."

(Under the Distinguished Patronage
of
H. E. the Governor.)

**TO-MORROW NIGHT,
(SATURDAY), 14th January, at 9 P.M.**
Booking at the **ROBINSON PIANO CO.,
LIMITED.**
Hongkong, 13th January, 1905. [128]

**THEATRE ROYAL,
CITY HALL.**
**HONGKONG AMATEUR DRAMATIC
CLUB.**

"JANE,"
A Farce in 3 Acts, by H. NICHOLLS and
W. LESTOCQ, will be produced

ON
SATURDAY, 21st January, 1905.
MONDAY, 23rd " "
SATURDAY, 28th "

Prices ... \$3, \$2, \$1.

Sailors and Soldiers in uniform half-price to
Pit Stalls and P.t.

Booking Office at **ROBINSON PIANO CO.**,
open on and after Monday, 16th January, from
9 A.M. to 4.30 P.M., each day.

ARTHUR CHAPMAN,
Business Manager.
Hongkong, 9th January, 1905. [125]

Notices of Firms.

NOTICE.

THE IMPERIAL BANK OF CHINA.
Have this day Resumed Charge of the
HONGKONG BRANCH.
E. W. RUTTER,
Manager.

Hongkong, 5th January, 1905. [103]

NOTICE.

**THE Interest and Responsibility of the late
JAMES PARK WINGATE (deceased)**
in our Firm ceased on 31st December, 1904.
TAIT & CO.
Amoy, 1st January, 1905. [98]

Auction.

GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 1st day of January,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN
LAND at Tai Hang Village, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the KING,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of sale.	Locality.	Registry No.	Boundary Measurements.			Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.			
	Tai Hang Village Loc. No. 16.		75	75	30	30	\$1,320	\$4

Hongkong, 7th January, 1905. [108]

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a

FURNITURE STORE

No. 45, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ltd., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr.
LI KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

THE "THEA" AND "ARABIA."

The decision of the Supreme Court in St.
Petersburg in the matter of the steamship
"Thea," and of the Dodwell shipment of flour
in the "Arabia," is looked on as satisfactory,
and as a guarantee, in connection with the
"Allerton case," that the wholly indefensible
decisions of the Vladivostock Prize Court
are liable to reversal. The decision in the
"Arabia" case, says the *L. & C. Express*,
implies that Russia concedes the principle of
conditional contraband. The decisions in the
three cases are thought to be traceable to the
influence of Professor Martos and Admiral
Kazakov, the leading members of the appeal
tribunal. In these circumstances it is hoped
that justice will be done in the case of the
"Knight Commander," and, in the worst of all
the outrages, the utterly indefensible act of the
sinking of the *Hipson*. It is somewhat
curious, and may be remarked, that her owners,
the Indo-China Steam Navigation Company,
were sufferers for a long time in the case of the
Kowshing, whose sinking opened the war
with China ten years ago.

**THE SINGAPORE HARBOUR
IMPROVEMENT SCHEME.**

In view of the great and vital importance
that the matter of increased boat accommoda-
tion bears to the interests of Singapore, it is
perhaps a matter of some regret that a divergence
of opinion has arisen on the question. Looked
at from a distance of some few thousands of
miles the matter possibly presents itself in a
different aspect to that in which it is viewed
locally. Elsewhere in this impression we
(*L. & C. Express*) report a meeting of the
Straits Settlements Association, at which
the matter was considered. The general
consensus of opinion at that meeting
seemed to be that some large scheme was
absolutely essential to the continued well-being
and future welfare of Singapore. So far as
could be gathered, the opinion of the members
present seemed to be that the building of a
quay wall from Collyer Quay across Telok
Ayer Bay to Malay Point, and the reclamation
of some 85 acres of land, together with the
mole enclosing 270 acres of water space giving
the necessary accommodation for lighters, was,
not only absolutely, but was urgently, necessary.
Of the larger project, entailing three
outside moles giving 1,100 acres more of
enclosed harbour, several members ap-
peared to have considerable doubts, though
in this matter most persons considered
that it was purely an engineering question.
Presumably they did not like to fall under the
ban of Mr. Frank Swettenham's sarcasm, that
he was unaware of the previous existence of so
great an amount of amateur engineering talent
in the colony, and they therefore wisely re-
frained from recording their opinions on a
technical point. The scheme is essentially an
engineering matter, and laymen can scarcely
be in a position to give a competent opinion.
The Government has taken the best available
expert advice on the subject, and as far as that
point of view is concerned, the public must
abide by what that advice happens to be. On
the other aspect, the question is, whether
Mr. Cowie was right in his opinion that
the definite statements of the present Governor
that he feels himself fully justified in stating
that the finances of the Colony will be able to
bear the burden. Sir John Anderson is known
as cautious and critical in such matters, and we
may therefore fully accept his dictum in the
matter.

If we eliminate from our minds certain aside
and issues that do not go directly to the root
of the matter we can find the whole subject is
comprised in one statement and one question.
The statement of fact is that the Singapore
River cannot possibly accommodate the traffic
that the necessities of Singapore now demand.
Deepening and widening the channel as far as
it is reasonably safe to do so, without endan-
gering the collapse of the side walls, and rais-
ing the bridges, are only measures that will
temporarily relieve the existing pressure and
congestion, and provide in no way for the
developments that can, with every confidence,
be looked for in the future. Singapore has,
unfortunately, not hitherto created for itself a
great reputation for looking far enough ahead.
We trust it will do so in the present case.
Having stated the fact, we would now ask
the question: Seeing that the river is im-
possible, what is the best alternative scheme?
This can only be something such as the
Colonial Government has asked Mr. Matthews
to prepare, and on which he has sent
in his report. If trade increases in the future
as it has done in the past the river is an im-
possibility. A big scheme is needed, and any
scheme that is sufficiently large will take some
eight or ten years to carry out, and must ip-
so facto aim at being a provision for the growing
wants of Singapore for a long time ahead.
Nor does the scheme admit of delay. We
have already had six years of reports, com-
missions, and delays, six years of somewhat
desultory talk, but of no action being actually
initiated. The greater facilities are absolutely
necessary unless rival in the neighbourhood
are to take away a portion of the growing trade
of Singapore, which would accrue if it has the
necessary facilities to handle it. Where it is a
technical engineering matter the community
must accept expert advice, which being received
should be acted upon. Improved facilities are
of vital importance to the colony—the most
important it has had to deal with for many
years. The matter must be handled in no
parochial spirit, and cost, if it is simply nec-
essary, capital expenditure to bring your machinery
up to date, should not be haggled over. Even
if the scheme should exceed the estimated
twelve millions of dollars, the money would
have to be provided, if its necessity is proved.
We may note that those who opposed Mr.
Matthews' scheme at Singapore did so almost
exclusively on the ground that shipments of
produce outwards by sea-going steamers do
not require any harbour scheme; that they
could manage without it. But that is only

half the question. It is of equal importance
that suitable arrangements should be made for
the receipt on shore of the cargo, for its treat-
ment in godown, and for its re-shipment. It
will be in vain to provide sea-going vessels in
ample numbers, and to give them all necessary
facilities, if the cargo cannot be brought to
them and treated there as circumstances
require. This seems to us to be the weak point in
the Singapore proposals.—*L. & C. Express*.

THE TORPEDO-BOAT INCIDENT.**PROCEEDINGS AGAINST MESSRS. SINNETT
AND ROCHE.**

Summons have been granted by the Bow
Street magistrate under the Foreign Enlist-
ment Act against the Hon James Burke Roche
and Mr. Sinnett in connection with the purchase
of the turbine boat *Carolin* and her alleged
delivery to the Russian Government. The
summons are returnable at the beginning of
next week, says a home journal of ult. Both
the defendants are now in Paris. The British
Government, it is understood, has taken action
on its own initiative, no complaint having been
made by Japan.

In a letter to *The Times* regarding the
Caroline, Mr. A. F. Yarrow states that negotia-
tions were opened by a Paris firm in July for
the sale of this vessel, which had been built for
the purpose of acting either as a high-speed
yacht or torpedo-boat, and that the Admiralty
was informed, and, having notified the matter
to the Foreign Office, Messrs. Yarrow were
asked in August not to complete the sale. On
Sept. 23 Mr. Sinnett and Mr. Roche called and
offered to buy the vessel, paying an instalment down.
The Admiralty was notified on Sept.
24 of the sale of the vessel, the name and
address of purchaser being given. An acknowl-
edgment, without comment, was received on
Sept. 30. On Oct. 3, as ample time had, in the
firm's opinion, elapsed from the date of their
letter, payment was received from the purchaser,
to whom in exchange the builder's certificate
was handed. The firm's connection with the
Caroline then ceased.

NORTH BORNEO.

The annual North Borneo dinner has again
been most successfully held, a distinguished
company being present at the function. It is
right and proper that such gatherings should be
of an optimistic nature, and that the best side
of matters should only be looked at. Mr.
Cowie was therefore quite in sympathy with
the gathering when he spoke of the possibilities
of the territory of North Borneo. Progress
may not be as rapid as those who guide the
ship would desire, but the probabilities are
still there, and with energy and perseverance
may be coaxed or driven into yielding that
reward which the labours of two decades
entitle the workers to honestly look forward to.
All who read his remarks, even if they do not
share his optimism, will note that there is an
earnestness and a purpose, even if part of the
result is such as the chairman mentioned in
responding to the toast of his own health. We
now pass on to the announcement made by
Mr. Cowie in proposing. The Guests were
told that he stated that Mr. E. P. Gueritz had been con-
firmed by the Court of Directors in the substi-
tutive appointment of Governor of British North
Borneo and Labuan. With considerable local
knowledge Mr. Gueritz was made Acting
Governor a year ago, and now, after twelve
months' probation, has the post confirmed to him.
We can only trust his tenure of the office
may be a time of advancing prosperity to the
territory, with an increasing population, which
means additional revenue.—*L. & C. Express*.

COMMERCIAL.**TO-DAY'S EXCHANGE.****Selling.**

London—Bank T.T. 1/11 7/16

Do. demand 1.11

Do. 4 months' sight 1/11 11/16

France—Bank T.T. 2.45

America—Bank T.T. 47

Germany—Bank T.T. 1.99

India T.T. 145

Do. demand 145

Shanghai—Bank T.T. 71

Japan—Bank T.T. 96

Java—Bank T.T. 117

Buying.

4 months' sight L/C. 1/11 13/16

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT

MERCHANTS.

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND—
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

[32]

SIR,
we have this week
distributed over 2,000
copies of our price list
in Hongkong.

Should you by any
chance not have re-
ceived one, kindly call
or send for it.

We consider it

AN EYE-OPENER
and many congratula-
tory letters we have
received tell us it is so.

GREGOR & CO.,
WINE MERCHANTS,
34, Queen's Road.

N.B.—Please remember that all
our Wines and Spirits are
bottled at home, and that they
do not cost more than local
bottlings. In many instances
their cost is considerably less!!

Hongkong, 13th January, 1905.

BIRTH.
On 7th January, at 9, Quinsan Gardens, Shanghai, the wife of C. P. DAWSON of a son.

MARRIAGE.

On 7th January, at Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., WILFRID FOX, younger son of Captain William P. Hamlin, of Greenock and Shanghai, to ROSE ELLEN, daughter of Walter Loxton of Kobe.

DEATH.

At North Shields, England, on the 3rd inst., ELIZA BAINBRIDGE, the beloved wife of Capt. Bainbridge.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 13, 1905.

the price at home, the other countries exported sugar to Great Britain. It seems, however, that the satisfactory increase in the foreign trade is accompanied by an unsatisfactory feature concerning the movements of bullion and specie. It is pointed out that while we have imported £6,182,000 more than in 1903, and £12,974,000 more than in 1902, we have had to send away £8,235,000 and £19,105,000 more than in the previous two years. In other words, although we received no less than £40,606,000 in the first eleven months of the year, we exported £42,000,000, and so actually lost £1,400,000 on balance.

LOCAL AND GENERAL

GENERAL S. Slade, C.B., is due in Hongkong at the end of the month.

THE French mail of the 13th December, was delivered in London on the 11th inst.

Mrs. E. H. Conger (U.S. Minister) and Mrs. Conger are staying at the Hongkong Hotel.

MR. and Mrs. F. G. Figge have left England on their return to the colony where they are due early in February.

No further cases of small-pox have been reported from the s.s. *Cranley*, which has been disinfected and fumigated.

THE editor of the *Kotobuki Shimbun* (Tokio) has sent us a bundle of interesting papers dealing with the recent operations at and around Port Arthur.

THE Right Honourable James Lowther, formerly Under-Secretary for the Colonies, has been appointed Governor of Cape Colony to succeed Lord Milner.

"The Campaign with Kuropatkin," written by Mr. Douglas Story, forms the subject of most favourable criticism in recent numbers of *T. P.'s Weekly and Answers*.

THE French Consul at Hupch is to receive the Double Dragon order of 1st class, 2nd division for his speedy settlement of the late trouble there with converts, says the *5th Jih*.

THE Tientsin native Chamber of Commerce has been granted a wooden seal by the Board of Commerce, and the Directors of the Chamber are instructed to fetch it at the end of this month.

His many friends will be pleased to learn that the Emperor William has conferred the Order of the Red Eagle upon Dr. Eckhardt, Consul-General for Germany in Tientsin. A telegram to that effect was received on Christmas day.

A BILLIARD-tournament, between members of the Chinese branch of the Y. M. C. A., for a valuable silver cup, is being arranged to take place shortly. Entries will close on the 15th inst. The cup has been presented by Mr. Lim.

A CHINESE merchant has petitioned for the establishment of a company for the monopoly of bricks, tiles, lime, etc., for building purposes, to supply all the government requirements at a reduced rate, but to pay no tax. It is said permission will be granted.—*P. & T. Times*.

THE *Nova Vrindya* quotes official figures and reports that—from 20th February to 13th Nov. the total receipts into the exchequer of the Society for strengthening the Russian Fleet amounted to 12,014,713 roubles, and orders were issued for 10,697,320 roubles in values.

THE record of cargoes of Manchester goods to India and the Far East has of late proved so generally unfavourable that the marine companies in London, Liverpool and Manchester recently agreed to a revised scale of premiums, to take effect at the beginning of next year.

THE petition of certain Chinese merchants to construct a railway from the Western Mills to Peking, for the conveyance of the coal has been refused, partly on the ground that the capital of Tls. 200,000 is not enough, and partly because the local officials have opposed it on the ground of fengshui.

A PICTURE by Romney, of two children walking, which, with two others, had been acquired by the late Mr. J. Tomlinson of Whitehaven for less than 20s., was sold at Christie's on 3rd ult. for 6,500 guineas. The two other pictures brought respectively 20s. and 40 guineas. A portrait by Nattes realised 1,350 guineas, a Terburg 1,600 guineas, and a portrait by Sir T. Lawrence 2,000 guineas.

KING Carlos has made a magnificent gift to the nation, which has recently arrived at the Natural History Museum at South Kensington. It consists of some most valuable specimens of deep-sea fish, all of them caught during King Carlos's recent cruise in Portuguese waters. They have arrived in several large packing-cases, sent over from the King's special collection at Lisbon. Some of the specimens are sharks of four and five feet long.

WE are sorry to learn that Mr. W. E. Allen of the staff of the Chinese Engineering and Mining Company, has sustained a broken leg. It occurred while out riding with friends on Boxing Day. He was dismounted and was passing behind a hired horse ridden by a comrade, when it lashed out with both feet and caused the injury referred to. After some unavoidable delay medical assistance was obtained, and the injured man was removed to his quarters, where we believe he is doing as well as can be expected. He must however be confined to his bed for some weeks.—*P. & T. Times*.

MAJOR Nathan, of the Chinese Engineering and Mining Company, expects to leave Shanghai for Hongkong by the German mail on Saturday.

A LUMINOUS ghost, taking the form of a man with a naked light in his cap, is reported from Bruce's Level, Pontypridd, where old workings of coal, long since closed, have been re-opened.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—A Zoroastrian, \$35.

PRINCE Ching has received instructions from the Throne to have all important matters in the English and Japanese papers translated.

By kind permission of Col. Caulfeild and officers, the Band of the 110th Mahratta Light Infantry will play the following selection at the Ho-kung Hotel, tomorrow evening, (Saturday), the 14th inst.:—

March "When the moon with Glory Brighten" Arne,
Selection, "The Earl and the Girl" Carlyle
Value "Auf Schwingen der Liebe" Bohm
Song "The Light of the World" Adams
Selection, "The Bell of New York" Kerker
Bolero "La Son Rosa" Waldegraf
God save the King.

THE latest dynastic plot story in Constantinople takes a singular form—that of the arrest of a woman and a foreigner. The prisoner, who is a qualified doctor in medicine, is a Russian lady named Sibilo, and she acted for years as medical attendant to the deposed Sultan Murad's harem. The ground of her arrest is that she maintains political relations with the party attached to the heirs of the dead Sultan. It is a fact that she has been constituted Murad's literary executor, and possesses the memoirs drawn up by him after his deposition. These contain many compromising revelations.

UNMANIFESTED AMMUNITION.

CAPTAIN OF "TUNGCHOW"

FINED MAXIMUM PENALTY.

Frederick A. Parkes, master of the s.s. *Tungchow*, appeared before Mr. H. H. J. Gonperitz, at the Magistracy, this afternoon, in answer to a summons for not having supplied to the Harbour Master, on arrival in this port, a manifest of the ammunition he had among his cargo on board, and for bringing such cargo into the harbour without notice to the harbour authorities.

Captain Parkes, on having the charge explained to him, said that he admitted the facts.

A boarding officer from the Harbour Department said that there were 250 tons of ammunition on the ship. The Captain told him this as soon as he went on board. A manifest must be furnished to the Harbour Master of all cargo on board. This was not done in this case.

The Captain said it was only stress that drove him to Hongkong. He was short of coal and fresh water, and it was not intended that the ammunition should appear in Hongkong; he only came here as an absolute necessity.

His Worship said that it was a serious matter; the quantity of ammunition was large and he would inflict the maximum penalty. The defendant was then fined \$250.

"TRUTH" AND FREEMASONRY.

Freemasonry with us is a very harmless association of persons who like to disport themselves in curious dress, to dine together, and to indulge in solemnly repeating in their lodges a more or less ancient ritual. They have secret signs and a pass-word by which they make themselves known to each other,

and beyond knowledge of the ritual (which very few of them really do know) they have no secrets. The pass-word is "Boas." The sign is in the shape of a right angle. When making it the hand ought properly to be drawn across the throat, but this is not necessary. The ritual consists of a long account how a certain Biram Abif, when employed in building Solomon's temple, was thrown down from a scaffold and killed by the fall, and the members of the lodge declare their regret for the untimely end of this mythical mason. When a person becomes a Freemason he has to stand blindfolded in a lodge, with one leg and one arm bare, without any coin or metal on his person, and with a rope round his neck. He swears to keep the secrets of the "craft," and hopes that if he does not he may be buried between high water and low water. He keeps the secrets religiously, for the very good reason that there are no secrets. Freemasonry is, in fact, with us simply a mutual aid or benevolent society. It practises charity to its poorer members, and maintains many useful charitable institutions. Beyond this, it does nothing but dine, and wear aprons and other such personal paraphernalia on festive occasions.—*Truth*. The above will be found amusing by those of the Craft, and interesting to the uninitiated.

The Messageries Maritimes are to open a regular monthly cargo service between Antwerp and the Far East in January with four steamers of 12,000 tons each, which have been specially built for this trade.

A quartermaster, named Burke, belonging to the P. & O. s.s. *Coromandel* was recently charged at Shanghai with assaulting Capt. G. Monford, master of the ship. In the dock accused behaved in a crazy manner, and as evidence tendered showed that his conduct aboard had been exceedingly strange the hearing was adjourned to permit of an examination being made into his mental condition.

The Hamburg-American Line Directors have issued a statement, endorsing British grievances against the Suez Canal Company, whose mismanagement exasperates the whole shipping world. It emphasizes the necessity of something being done, otherwise Russia, with her Trans-Siberian railway, and America, alone, will reap the bulk of the benefit from the development of trade in the Far East, which will follow on the close of the war.

It appears that on the day when Messrs. Galbraith, Pembroke, & Co., the owners of the *Shrewsbury*, applied to the admiralty to send H.M.S. *Rosario* in search of their ship, the loss sheet at Lloyd's was an exceptionally heavy one, including two liners totally lost, besides a number of other vessels wrecked and numerous minor casualties. Altogether the losses involved nearly £300,000. The *Shrewsbury*, with her cargo, was valued at over £1,000,000.

The O. S. K. S. *Tachi Maru* arrived at Shanghai from Hankow on Saturday evening, having on board passengers transferred from the C. N. S. *Kingling*, which ran aground on the Ella Rocks on the morning of the 2nd instant. The *Tachi Maru* saw the *Kingling* aground on the rocks, two miles below Kitchee, at 5.30 p.m. on the 6th instant, and at the request of the captain of the *Kingling* stopped and transhipped all the passengers and mails. The damage to the *Kingling* is considerable, and it is not likely that she will get clear of the rocks for some days to come.

The North German Lloyd has recently been paying particular attention to its local and coasting services in the Far East. For the Singapore-British-North-Borneo Line it has constructed two new freight and passenger steamers at the shipyard of Henry Koch in Lubeck. The vessels have been constructed with the most modern appliances for service in tropical waters. They have accommodation for twenty-first-class and nine second-class passengers, besides native accommodation. They are of 1,500 tons net register, and have a speed of eleven knots.

Many British shipowners have made a good thing of it by attempting to carry contraband Port Arthur. There was, of course, nothing illegal in that. Shipowners are quite entitled to carry contraband if they like, but, of course, they run the risk of capture, with the loss of the vessel and cargo. In the case of the shipowner this is no risk at all. All vessels and cargoes have insured at the enormous premium of thirty guineas per cent, and this premium was paid by the Russian Government.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 3 p.m. on 11th inst., and again at midnight same day, via Nagasaki, for Shanghai where she is due to arrive at 6 a.m. on 15th inst.

The Silk ex C. P. R. Co.'s s.s. *Empress of Japan* which left Hongkong on 14th ult., and Yokohama on 23rd ult., arrived in New York on 12th inst., thus making a transit of 39 days from Hongkong and 20 days from Yokohama. Many British shipowners have made a good thing of it by attempting to carry contraband Port Arthur. There was, of course, nothing illegal in that. Shipowners are quite entitled to carry contraband if they like, but, of course, they run the risk of capture, with the loss of the vessel and cargo. In the case of the shipowner this is no risk at all. All vessels and cargoes have insured at the enormous premium of thirty guineas per cent, and this premium was paid by the Russian Government.

TELEGRAM.

[Consular Telegram.]

PORT ARTHUR

SPOILS.

BATTLESHIPS, CRUISERS AND DESTROYERS.

ONLY SLIGHTLY DAMAGED.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 12th January, 0.5 p.m.

On Thursday, General Nagi reports that the delivery of the booty was completed, including the occupation of 50 permanent forts. Principal among the booty taken over are 546 guns, whereof 54 are of large calibre, 149 medium, and 343 small calibre, 82,670 cannonballs, ammunition 80,000 kilos, 35,252 rifles, and 1,920 horses, four battleships, not including the *Sevastopol* which was entirely sunk, two cruisers, and gunboats and destroyers 14 in number, ten steamers, etc., besides 35 small vessels which are usable after minor repairs have been effected.

SHIPPING JETSAM.

The s.s. *Chihli* from Wakamatsu, in Lat. 22° 15' N. and Long. 114° 15' E., signalled the British ship *Forrest Hall* of Liverpool which wished to be reported all well.

On the occasion of the approaching departure of the steamship *Fathomer* for the Philippines, where she will be engaged in survey work, a number of guests were invited by the Hongkong and Whampoa Dock Co., Ltd., to visit the vessel and inspect the interior. The vessel has been completed in an unusually handsome manner, and is undoubtedly a credit to the builder. According to the statement which was issued to the visitors, the vessel is 152 ft. long, 142 ft. between perpendiculars, 25 ft. moulded breadth, and 12 ft. 6 in. deep. She has a speed of ten knots and has a draught of nine feet. There is an electrical equipment on board, including a search-light, fans, etc. The vessel is schooner-rigged and all the accessories are up to date, the officers' and men's quarters being particularly airy and roomy. The vessel is built to Lloyd's certificate too A 1 and should prove a valuable addition to the surveying craft in Eastern waters.

The Messageries Maritimes are to open a regular monthly cargo service between Antwerp and the Far East in January with four steamers of 12,000 tons each, which have been specially built for this trade.

A quartermaster, named Burke, belonging to the P. & O. s.s. *Coromandel* was recently charged at Shanghai with assaulting Capt. G. Monford, master of the ship. In the dock accused behaved in a crazy manner, and as evidence tendered showed that his conduct aboard had been exceedingly strange the hearing was adjourned to permit of an examination being made into his mental condition.

The Hamburg-American Line Directors have issued a statement, endorsing British grievances against the Suez Canal Company, whose mismanagement exasperates the whole shipping world. It emphasizes the necessity of something being done, otherwise Russia, with her Trans-Siberian railway, and America, alone, will reap the bulk of the benefit from the development of trade in the Far East, which will follow on the close of the war.

SHIPPING AND MAIIS.

MAILS DUE.

English (*Simla*) 14th inst.

American (*Siberia*) 14th inst.

Australian (*Titan*) 15th inst.

Indian (*Lightning*) 16th inst.

Canadian (*Empress of India*)

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

THE CANTON DISTURB-
ANCE.

PEACE RESTORED.

OFFICIAL ACTION.

(From Our Own Correspondent.)

Canton, January 13th,

3.15 p.m.

At 3 p.m. yesterday a large gathering of officials arrived on the scene of the disturbance in the 18th Ward of the City, and immediately had the imprisoned tradesman released, and on giving an assurance that the police would be punished the excited crowd gradually dispersed.

Most of the street gates were opened by 6 p.m. and a few shops resumed business, while to-day trade is carried on as usual.

When the officials arrived yesterday there were at least 8,000 to 10,000 persons assembled, and so threatening was the outlook that 2,000 more troops were called out.

About a dozen men were wounded; many rioters were arrested.

[Reuter's.]

The Japanese Fleet.

LONDON, 11th January.

Reuter's Mauritius correspondent wires that it is rumoured the Japanese fleet is at Diego Garcia, a dependency of Mauritius in the Indian Ocean.

The Russian Baltic Fleet.

Admiral Rozhestvensky was informed, on the 2nd instant, that the Japanese fleet had proceeded to meet his fleet, and the Russians have redoubled their vigilance. Admiral Rozhestvensky's A.D.C., interviewed at Tamatave on the 3rd instant, said that the squadron would require months to cross the Indian Ocean.

France.

M. Doumer, who has been elected President of the Chamber, addressing a meeting of the Radical Left, prior to his election, declared that every opportunity must be taken to subject the Ministry to a reverse.

LATER.

The United States and the Hankow-Canton Railway.

The American Government has informed China that it does not approve of the proposed cancellation of the concession of the Hankow-Canton Railway and that it regards the American concessionaires as entitled to the protection of the American Government.

France and Japan.

The publication in the French papers of an exhaustive statement written by Baron Kodama in 1902, explaining Japanese ambitions, and setting forth particularly designs against Indo-China, is creating a sensation in Paris. The Japanese Legations deny the authenticity of the statement, but it has nevertheless produced an impression.

THE TSAR AND H.M.S. "TALBOT."

The following further particulars of the Tsar's gift to the officers and men of H.M.S. *Talbot*, as recorded in these columns last month, will be of interest:—The text of the Admiralty notification reads:

"His Imperial Majesty the Emperor of Russia has graciously pleased to present a silver bowl and ladle to the wardroom officers of H.M.S. *Talbot* for their services to the crew of the Russian warships engaged at the battle of Tcheluplo, and also a cheque for £500 to his Royal Highness the Prince of Wales, as president of the Royal Naval Fund, to which this money is destined, in recognition of the *Talbot's* services."

The bowl has the following inscription round the base:

"Presented by the Emperor of Russia to the wardroom of his Majesty's ship *Talbot*, in friendly recognition of the assistance rendered to the crews of the *Varig* and *Korets* after the battle of Tcheluplo, February, 1904."

An expression of the cordial appreciation of his Majesty's Government of this gracious act has been conveyed to his Imperial Majesty through the Russian Ambassador at this Court, and the Board of Admiralty desire, on behalf of the officers of H.M.S. *Talbot*, to record their acknowledgments of the generous gift of his Imperial Majesty, which will be a lasting memento of an occasion on which the officers and crew of the ship were fortunately able to afford assistance to their fellow-sailors in distress.

"The present will be kept in the wardroom of H.M.S. *Talbot* whenever she is in commission—at other times in the officers' mess of the Royal Naval Barracks, Chatham. For the present, however, it will be entrusted to the care of Capt. Lewis Bayly, R.N., of H.M.S. *Queen*, who was captain of H.M.S. *Talbot* in February, 1904."

PORT ARTHUR.

THE DISPOSAL OF NON-COMBATANTS.

The question of the disposal of the non-combatants who were in Port Arthur at the time of its surrender and who are to be set at liberty by the terms of the capitulation agreement, is already exciting the attention of the Russian authorities at Chefoo and Shanghai. As a matter of fact, the first batch of these released non-combatants, numbering one thousand, have already left Dalny for Chefoo, and the *Shanghai Mercury* understands Major-General Dessine, who has been entrusted with the charge of the arrangements for their reception, has already chartered a steamer to bring them to Shanghai. General Dessine, however, fully recognises the undesirability of flooding Shanghai with these non-combatants, most of whom are, no doubt, destitute, and he intends to despatch them on the first opportunity to Europe. As, however, there will necessarily be an interregnum, the General approached Mr. T. Ratard, the French Consul general, with a request that the use of the old French camp in the French extension might be given him in order to house these unfortunate people, and Mr. Ratard very kindly gave his consent to this arrangement. As, however, it is understood that there are upwards of 4,000 of these non-combatants to dispose of and the housing accommodation at the camp would therefore probably prove inadequate, the German authorities at Tsingtau have been requisitioned to lend or sell old corrugated iron huts in which the German soldiers were formerly housed, and we believe the request will be complied with. It is probable, however, unless the Russian authorities are extremely vigilant in their care of these non-combatants, the influx of the many undesirables, who are certain to form a large proportion, will have serious consequences to the preservation of good order in the Settlement.

ENGLAND'S EASTERN NAVAL DEPOTS.

SINGAPORE OPINION.

In an editorial on the 4th inst., the *S. P. Press* writes:—

In another column will be found an interesting article, in the form of an interview, in the *Hongkong Telegraph* on the question of the Eastern Naval Depots of Britain. The motive of the interview appears to be the expropriation of the Tanjong Pagar Dock Company by direction of the Imperial Government on behalf of the Colonial Government. The news is read along with the announcement that there is to be a redistribution of naval commands throughout the Empire. And as one feature of this redistribution is to imply the uniting of the China, Australian and East Indies commands under one responsibility, it becomes obvious that it is impossible to avoid connecting the new Admiralty naval policy at Singapore with this unification of command. With the Australian and the East Indies squadrons as reserves for the advance squadron, the China (plus the super-seas Pacific) squadron, it becomes plain that Wei-hai-wei will be the scouting base, Hongkong the advanced base, Singapore the main or supporting base, and Sydne and Trincomalee (with Bombay) the reserve bases. For joint administration Singapore is the natural focus, but for docking and refit Hongkong will remain the chief base until the Admiralty policy shall have had its contemplated effect in more fully equipping Singapore for similar work to that now executed at Hongkong. When Singapore is so fully equipped, and the taking over of Tanjong Pagar undoubtedly implies that among other things—it is probable that the dockyard work will be done both by Singapore and Hongkong in the ratio of the facilities for the time being, in regard to supply, refit and repair. Already, as a reference to previous published Navy Estimates will show, provision is made for naval stores here, and there is not the least doubt that the one great work to be carried out at Keppel Harbour is the construction of the long-tilted Admiralty dry dock. This will mean an extension of workshops adapted to the execution of naval repairs and minor construction. It will mean a naval staff, as for many years we have pointed out, the narrow waters round Singapore and in the Malacca Straits are an ideal cruising ground for a torpedo flotilla. Nothing would be more natural, although there is as yet no official information available, than that the local defences should not only include the passive minefields but the offensive defence in the form of a small division of torpedo boats held in reserve, as at present at Hongkong. We recollect quoting from a late Naval Essay two or three years ago, in which, in his pursuit of the topic of coaling-stations, the writer of the essay allotted three torpedo boats to Singapore, and in the subsequent search among the *doctors* Sergeant Macdonald discovered the charred corpses of six of the unfortunate victims burned beyond recognition; these were also sent to the mortuary at West Point. The inhabitants of Nos. 37, 39, and 41 Square Street, all escaped uninjured, and saved a good deal of their property, but the houses were badly damaged, No. 39 being practically demolished. The whole circumstances of this outbreak are viewed with the gravest suspicion.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE AMERICAN MAIL SERVICE.

To the Editor of the "Hongkong Telegraph."

SIR.—The mercantile community has already voiced its dissatisfaction in regard to the irregularity with which the Pacific mail companies have of late been running their steamers, and, whilst the matter is engaging public attention, a word too might be said in connection with the vagaries indulged in by those responsible for the handling of the mails coming by those boats.

In the majority of cases mails destined for Hongkong, by those vessels which have to call at Manila en route, are treated to a journey to that port instead of, as one might reasonably expect, being transhipped either at Kobe or Nagasaki to some other steamer with chances of arriving here earlier. Why this is not done is a question which the parties concerned may be able to answer, though hardly in a manner to satisfy a long-suffering public. But the climax is reached with the treatment meted out to the mails arriving ex *Gaelic*. Despatched from San Francisco four days earlier, the *Gaelic* left Yokohama only a day ahead of the *Siberia*, and as the former has to go to Manila besides, it was decided to transfer her mails to some other vessel. Instead, however, of putting them on board of the *Siberia*, due here on the 14th, they were transhipped at Nagasaki to the North German Lloyd steamer *Roon*, due here on the 17th. Could official supineness go to any greater lengths than that?—Yours, &c.

DISGUSTED.

12th January, 1905.

THE RISE IN EXCHANGE.

To the Editor of the "Hongkong Telegraph."

SIR.—The question of fluctuation in exchange and the rise in the price of foodstuffs and so on, will be fresh in the memory of most residents here. When the dollar went down to 1/6 many of the compradores discussed the advisability of raising prices of commodities, etc., while hotels and other establishments took a similar step. The dollar, now approaching 1/3, brings us evidence on the part of neither of these people to lower their rates. Granted, in the case of hotels, that the high rates they have now to pay for their licences is some slight excuse for this, as regards compradores and others there seems to be no excuse whatever.

A few months ago it was possible to obtain, on a \$5 note or \$10 note, four to five cents premium, but at the present day the tenderer of such notes will only receive \$1.96 for a \$5 note or \$9.92 for a \$10 note, and so on.

Is it to be understood by this that the Bank currency notes are not acceptable at their face value, or that the Government has also increased the licences of the money-changers? Or, is it that these changers have such enormous rents to pay, as others have in the Colony?

I know a case in which a person who came to the Colony some eight years ago, was receiving a rental, for a semi-European flat, of \$9 per month. In two years he raised the rent and by increments of \$5 per month, it has now reached the exorbitant sum of \$30. These and other matters apparently affected by exchange certainly deserve attention, more so perhaps in the case of foodstuffs, which despite certain recommendations of a Government Committee seem as dear as ever and no likelihood of a cheaper market. Lists of prices of certain articles obtainable at the market are printed in the local press, but in the absence of inspectors it is difficult to get the salesmen to abide by those figures. They have their own prices, which evidently they fix according to the recommendations of the numerous guilds. European stores should set an example as if rates are lowered when exchange goes up there should still be an ample profit to enable keen competition to compel others to follow in their line and thus secure a fair field with no favours.—Yours, &c.

A. N. R.

Hongkong, 12th January.

HOLLYWOOD ROAD FIRE.

THE LIVES LOST.

In our account of the fatal fire which took place at No. 168 Hollywood Road, yesterday morning, we mentioned that an old man, severely burnt, was removed to the Government Civil Hospital, and seven of the inmates of No. 2 storey were missing. Later in the day the old man, uncle of the school-master, Wong Pak Mo, died as a result of his injuries, and in the subsequent search among the *doctors* Sergeant Macdonald discovered the charred corpses of six of the unfortunate victims burned beyond recognition; these were also sent to the mortuary at West Point. The inhabitants of Nos. 37, 39, and 41 Square Street, all escaped uninjured, and saved a good deal of their property, but the houses were badly damaged, No. 39 being practically demolished. The whole circumstances of this outbreak are viewed with the gravest suspicion.

CRICKET.

HONGKONG v. KOWLOON.

The match fixed for to-morrow, the 14th instant, is Hongkong versus Kowloon. Play commences at 12 o'clock (noon). The following have been selected to play:—

Hongkong:—R. Hancock, H. Hancock, G. E. Morrell, T. E. Pearce, Com. Shelford, R. N. C. Mackay, R. E. O. Bird, Com. Bentinck, R. N., Lt. Benbow, R. N., Major A. A. Chichester, R. N., and F. C. Butcher.

Kowloon:—Lt. P. M. Heath, Lt. Airy, W. B. Duncan, R. A., G. H. W. Dobbyn, R. A., J. C. M. Doran, A. S. C.; Capt. H. W. Smith, R. A., A. D. C., G. Lightfoot, W. Dixon, J. Parker, R. Heaton and W. F. Lumden, R. A.

THE EMIGRATION PROSECUTION.

(See DESPERATE PIRACY IN THE HARBOUR.)

The case in which Wong Chak Tung and Wong Tim were charged with conspiring to defraud the China Navigation Company and the Eastern Australia S. N. Co., was called on again on remand, before Mr. H. U. J. Gompton, at the Magistrate this afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, and Mr. G. K. Hall Bruton for the defendant.

Mr. Bowley said that he would call Mr. Otto Kong Sing, Solicitor, to testify as to the law in Australia regarding emigration.

Mr. Hall Bruton objected, saying that there was nothing in the charges touching any Australian laws; the charges referred solely to attempting to defraud certain companies in this Colony.

His Worship said that certain questions had arisen as to the necessity of the emigrant's having their portraits on their papers, and perhaps it would be as well to hear Mr. Otto Kong Sing, and on cross-examination, Mr. Hall Bruton could deal with the relevancy of the evidence.

Mr. Otto Kong Sing then gave evidence to the effect that in all cases of unnaturalized Asiatics effecting a landing in Australia, the captain and officers of the steamer bringing in such emigrants were held liable, and might be called upon to pay heavy fines.

By Mr. Bruton: Prohibited persons need not always mean persons without naturalization papers; it applied to aliens, who were imbeciles, or otherwise undesirable persons. Shown certain naturalization paper forms, witness said he could not say if those were in force now, as they were made out on State papers while at present they should be on Commonwealth papers. He had seen many papers, but had never seen any photographs on them. Persons arriving in Australia with false naturalization papers would most decidedly be held to be prohibited persons.

Mr. Bruton: On proof of their falseness, of course.

Witness: Just so.

Mr. Tim was then called, and asked by Mr. Bowley if he could write any European language. Mr. Bruton took exception to this evidence as the witness was merely called with regard to certain letters which were to be put in.

His Worship said that, with the Court's leave, this evidence could be admitted, and after further argument the witness was permitted to continue his evidence, and spoke as to the receipt of certain letters from the first accused regarding the papers in question.

By Mr. Bruton: He never went to the address to get the letters for him; they were brought to him by Wong King. He knew all these letters were in the handwriting of the defendant, because he had once had a receipt signed by him. That was the only way he knew the writing. Witness could not write any English at all. Shown the receipt and the letters he was asked to point out how he knew the letters were written by the same person, and said because Wong King had brought them to him. He did not know of his own knowledge that the letters were written by the first defendant.

Mr. Bruton: But you have said that you had. Continuing, witness said that when he went to buy his papers he told the men he had friends there who would look after him. He did not say he would send his photograph to friends in Australia, so that they could identify him on arrival, as they had not seen him for a long time. He did not know why the photographs were taken. He had never been in gaol, and did not know how the police knew so much about him. He had known the second defendant only since he went with him to the photographers. He did not know how many masters there were in the Chau Tak. He paid \$10 to the second defendant after the photographs had been taken.

Young Pun said he was employed in Messrs. Watson and Son's Godowns. He had known the second defendant for several years. Within the last month or two he came to the Godown, and said—

Mr. Bowley objected to this as it was not evidence.

Mr. Bruton said he wanted to prove that the man was out of work and wanted witness to get him employment.

Witness, continuing, said the second defendant was out of work, and the first defendant gave him food and a sleeping place; but paid him no wages.

To Mr. Bowley: He knew the second defendant several years. Witness had been in Hongkong about 10 years. He knew all the places, but did not know the names of the streets. He knew the Wing Tai shop in Queen's Road. He thought that was where passengers got tickets for California or Australia. The second defendant was a *coolie* there when the shop was open, but when it closed he went to the Cheun Hop. He did not know whether the second defendant used to take passengers to be photographed, and get a *cashew*. The first defendant was the master of the Wing Tai. He closed it some time ago, but witness did not know where he went. He did not hear of any emigrants to Australia failing to get ashore, and coming back to sue the Wing Tai. Witness had never been to the Cheun Hop. He did not know anything about Wing Tai being raided on suspicion of being a gambling den.

To Mr. Bruton: The Wing Tai is a money-changer's shop.

Mr. Bruton then reviewed the charges, and said the prosecution had to prove conspiracy to defraud the man Hau Tim, and the Steamship Companies. As regards the case must fail, as there was no criminal offence, as Hau Tim was a cat's paw and knew, as it appears in evidence, that he would be given false papers; there was no fraud there. As regards the Steamship Companies they would be indemnified, as it had been given in evidence, that they stood to lose nothing and if any were indemnified it would be the brokers, as they guaranteed the companies against all losses on passage and return of alien emigrants.

The argument was proceeding when our reporter left the Court.

DESPERATE PIRACY IN THE HARBOUR.

SMART POLICE WORK.

At about four o'clock this morning a most daring armed robbery took place in the harbour by a band of twelve pirates, who succeeded in getting away, temporarily, with a sum of about \$1,000, the property of the master of a Shaukiwan pass-junk. It appears that these pass-junks are licensed by the month to enter and leave the port without notice to the Harbour Authorities at any hour of the day or night, carrying goods and passengers to different parts of the New Territory. In accordance with her usual, run the junk in question had this morning, at the hour named, left Shaukiwan, as she was proceeding past Quarry Bay; a boat shot out from the shore and a gang of twelve pirates, who were on board, coming alongside the junk, seized their arms, consisting of long swords, and broke their way on board. After terrorizing

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NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
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MONTHLY SAILINGS FOR LIVERPOOL.**OUTWARDS.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLIN"	25th January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL "HECTOR"	"HECTOR"	19th January, noon.
AMSTERDAM, LONDON & ANTWERP "HYSON"	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP "PRIAM"	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP "GLAUCUS"	"GLAUCUS"	14th February.
*GENOA, MARSEILLES & L'POOL "AJAX"	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP "IDOMENEUS"	"IDOMENEUS"	28th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>viz.</i>	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 12th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"PAKHOU"	14th January.
SHANGHAI	"HUMAN"	16th "
SHANGHAI	"FOOGHOW"	16th "
SHANGHAI	"TIENTSEN"	17th "
MANILA	"TAMING"	17th "
YOKOHAMA and KOBE	"TSINAN"	18th "
CEBU and ILOILO	"BUNGKUANG"	20th "
MANILA, PORT DARWIN, THURS.	"TAYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond...	MANILA	SATURDAY, 14th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Jan., at 10 A.M.

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GENERAL MANAGERS.

Hongkong, 7th January, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

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PROPOSED SAILINGS.

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"RAS ISSA" 30th January, 1905.

For Freight and further information, apply to

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Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

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THE OREGON RAILROAD AND NAVIGATION COMPANY.Steamship Tons Captain To Sail at Daylight on
"NUMANTIA" 4,370 Bremer January 23rd, 1905.
"ARABIA" 4,683 Balle February 13th, "
"ARAGONIA" 5,198 Schuld March 5th, "
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Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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BOO CHEONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, and STATIONERY of every variety.

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S HIPS Coaled from alongside at the shortest notice, and with all possible despatch.

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COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

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Hongkong, 1st February, 1904.

[10]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and**YUEN ON S.S. CO., LTD.**,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

[17]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey,

2nd Class 1.50 "

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,
No. 216, Wing Lok Street.**WENDT & CO.,**
Canton Agents.

Hongkong, 24th June, 1904.

[15]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY-SUNDAY.

leaving the Company's wharf at the end of Wing Lok Street, at 8:30 A.M., and returning from Macao at 7:30 P.M.

The Steamer will lay alongside the S.S. *Perseverance*'s wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.

Return \$3.00, \$5.00.

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

[16]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on

Sundays at 8:30 A.M. Departs from Macao on Week

Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 2nd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN AND DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket.

Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON &

Intimation.

A WONDERFUL DISCOVERY.

This is a change of research and experiment, which has been made by the scientific men of the world, and which has indeed made great strides during the past century, and among them the means least important—discoveries in medicine comes that of Therapion, or the "cure-all," as it is called in the column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental hospitals by Rich, Rotan, and others, as well as in the well-known Chinese, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lillemand, and Roux, by whom it was first discovered. It is a powder, and is very easily soluble in those whereon it comes. A remedy we think there is no doubt from the time of Aristotle downwards, a potent agent in the removal of all diseases, and in the cure of all plagues, and a sure method of search of all the new and such cures have been discovered—of putting the base metals into gold is surely the greatest secret of all time, and it is now known, and no less has been made, and the existence and ever-increasing demand that has been created for this medicine wherever introduced appears to us that it is destined to eat its way through all the world, and to bring with it the excellence of medical men. Therapion may be obtained in England direct from the proprietor, and of the principal Chemists and Merchants throughout Great Britain, India, China, Japan, and other countries, and especially as Central Africa, the Fiji Islands, etc., etc., &c., Dismal Field Advertiser KIMBERLEY.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

Shipping.

Arrivals.

Kamor of Christians, Nor. s.s. 979, S. F. Mauus, 12th Jan.—Chinkiang 7th Jan., Ground-nut and Oil.—A. Burne.
Sikh, Br. s.s. 3,116, J. Rowley, 12th Jan.—Durban 19th Dec., Ballast.—Order.
Ningchow, Br. s.s. 950, Purkes, 12th Jan.—Gutzlaff 9th Jan., Gen.—Order.
Lyamer, Ger. s.s. 1,771, J. Ernst, 12th Jan.—Wuhu and Chinkiang 7th Jan., Gen.—S. & Co.
Hainan, Br. s.s. 636, A. Robson, 12th Jan.—Swatow 12th Jan., Gen.—D. L. & Co.
C. Fred. Laesic, Ger. s.s. 3,799, C. von Hoff, 13th Jan.—Mojj 8th Jan., Gen.—H. A. L.
Taming, Br. s.s. 1,350, Pennefather, 13th Jan.—Manila 10th Jan., Gen.—B. & S.
Szechuan, Br. s.s. 1,143, Sidford, 13th Jan.—Canton 12th Jan., Gen.—B. & S.
Longships, Br. s.s. 2,843, Clucas, 13th Jan.—Yokohama 28th Dec., and Mojj 7th Jan., Coal.—B. & Co.
Chihli, Br. s.s. 1,149, G. Hooker, 13th Jan.—Wakamatsu 8th Jan., Coal.—B. & S.

Clearances at the Harbour Office.

Lydia, for Canton.
Paul Beau, for Canton.
Kwongchow, for Canton.
Hongkong, for West River.
Hutching, for Swatow.
Ataka, for Swatow.
Yinkang, for Canton.
Wo Ping, for West River.
Yukun, for Shanghai.
Coptic, for Shanghai.
Hutching, for Swatow.
Yatlong, for Wuhan.
Clara Jeben, for Chinkiang.
Mathilde, for Holhew.
Madeleine Rickmers, for Bangkok.
Kanon, for Canton.
Loongtang, for Manila.
Szechuan, for Shanghai.
Itcha, for Bombay.
Kweijang, for Shanghai.
Yushan, for Shanghai.
Taiwan, for Shanghai.
Harlan, for Pakhoi.

Passengers arrived.

Per Sikh, from Durban—Mr. J. Horden, and 100 Chinese.
Per Hainan, from Swatow—Capt. and Mrs. Bathurst and 2 children, Misses Drew, Lucy, Drew, Messrs. Knight, Gowland, Chu, Lee Kuan San, Lau Yu Shing, and 100 Chinese.
Per Taming, from Manila—Mrs. R. L. Hamilton, Miss N. C. Crowder, Mr. and Mrs. H. Reed, Misses J. E. White, W. J. Wood, T. R. Henderson, Horberger, Miss L. Scott, Mrs. J. B. Kuhns, Messrs. N. Yap, S. Yama, Shi, J. B. Phillips, L. Burgoon, and 19 Chinese.
Per Malia, from Shanghai or Hongkong—Mr. and Mrs. Sequira, 2 infants and amah, Mrs. R. W. Little, Mr. H. G. MacKenzie, Capt. W. R. Boyd, Dr. E. Swindells, Mr. J. Duncan, Hon. Edione Conger and native servant, Mr. Battista and assistant. For Singapore—Mr. V. Delizian, from London—Rev. and Mrs. Drake and child, Mrs. Richards, Miss Nora Fisher, Mr. John Low, Cpt. J. McKinnie, and Rev. and Mrs. Sutton and infant, and Major J. H. Wintle, For Marville—Mr. C. Nois. For Bombay—Mr. B. J. Shroff, and a Chinese. From Kobe for Marseilles—Mr. A. Priestly, Mr. For Hongkong—Mr. Chan Son Mim.
Per Ernest Simons, for Hongkong from Marseilles—Messrs. Reijndiger and J. Harrop. From Aden—Mr. and Mrs. Guillerme and baby, and Mr. and Mrs. Ma Kam. From Singapore—Mr. and Mrs. John Ward, Messrs. L. C. Starray, J. H. Scott, and Chua Hong Chong. From Saigon—Mgs. M. Reva, Louis and Gabriel, Messrs. Arvieu, Campbell, Mr. and Mrs. Hemmestad, 3 children, 13 French soldiers, Mr. John Low, Cpt. J. McKinnie, and Rev. and Mrs. Sutton and infant, and Major J. H. Wintle, For Marville—Mr. C. Nois. For Bombay—Mr. B. J. Shroff, and a Chinese. From Kobe for Marseilles—Mr. A. Priestly, Mr. For Hongkong—Mr. Chan Son Mim.

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Per Ernest Simons, for Shanghai—Messrs. L. Robert, P. Crichton, L. C. B. Edmundson, and Mr. and Mrs. N. Goodmann. For Kobe—Mr. K. Yokoyama. For Yokohama—Mr. T. M. G. da Cruz.

Passengers departed.

Per Ernest Simons, for Shanghai—Messrs. L. Robert, P. Crichton, L. C. B. Edmundson, and Mr. and Mrs. N. Goodmann. For Kobe—Mr. K. Yokoyama. For Yokohama—Mr. T. M. G. da Cruz.

Per Coptic, for San Francisco, &c.—Mrs. Marshall, Mrs. Jas. M. Bell, Miss E. G. Hones, Messrs. F. Thomas, Yee Ting, J. H. Stuart, T. R. Henderson and 100 Chinese. For China and Japan Ports—Mr. F. Marques, Capt. W. C. Passmore, and Mr. H. C. Marshall.

Passengers to depart.

Per Isola, from Kobe for Marseilles—Mr. A. Priestley, M.P., From Shanghai for London—Rev. and Mrs. S. B. Drake and child, Mrs. and Miss Richards, Miss Norm Fisher, Mr. John Low, Capt. John McKechnie, Rev. and H. B. Sutton and infant, and Major F. H. Wintle. For Marseilles—Mr. C. Nois. For Bomba—Mr. B. J. Shroff. For Singapore—Mr. V. Delizian, From Hongkong for London—Mr. A. C. Voules, Inspector W. Ford, Miss Hayday, Mr. E. Sellers, and Paymaster Thomas Hayes. H.M. For Marville—Lady L. Mayenius, and Miss Ashton. For Brindisi—Mr. and Mrs. Chris J. Bauer. For Singapore—Messrs. Wm. Ker and N. Mong Seng.

Shipping Report.

Str. *Tamine* from Manila—Moderate to strong monsoon, rough sea.

Str. *Hatum* from Swatow—Light N.E. wind and smooth sea, sky overcast and cloudy, weather clear.

Str. *Chihli* from Wakamatsu—Fine weather, moderate monsoons and sea, signalled British ship *Forest Hall* of Liverpool wishes to be reported all well. Lat. 22°18' N. Long. 114°55' E.

Vessels in Port.

STRANGERS.

Agincourt, Br. s.s. 3,876, Worsnop, 3rd Oct.—Hainan 1st Oct., Ballast.—Order.
Algoa, Br. s.s. 4,806, A. Zeeder, 3rd Jan.—San Francisco via Japan Ports 31st Oct., and Moji 29th Dec., Gen. and Coal.—P. M. S. S. Co.
Anapa, Br. s.s. 2,257, J. M. Williamson, 5th Jan.—Philadelphia 5th Nov., Paraffin—S. O. Co.
Anglin, Ger. s.s. 1,001, F. J. Schaefer, 9th Jan.—Bangkok 21st Jan., Rice and Gen.—B. & S.
Arcadia, Gr. s.s. 3,473, Th. Forck, 2nd Jan.—Hamburg 15th Nov., Gen.—H. A. L.
Arcot, Br. s.s. 2,785, C. E. Cox, 28th Dec.—Moron 17th Dec., Coal.—D. & Co., Ltd.
Bornem, Ger. s.s. 1,344, E. Muhe, 7th Jan.—Sandakan 1st Jan., Timbel and Gen.—M. & Co.
Denbighshire, Br. s.s. 2,480, W. A. Evans, 12th Jan.—Singapore 4th Jan., Gen.—S. T. & Co.
Devawongse, Ger. s.s. 1,057, Gorken, 11th Jan.—Bangkok 6th Jan., Rice and Meal—M. & Co.
Dragonian, Br. s.s. 2,214, R. Owen, 10th Jan.—Mojj 4th Jan., Coal—M. B. K.
Dr. Hans Jurg Kier, Nor. s.s. 60, H. E. Lurken, 11th Jan.—Haiphong 9th Jan., and Hoitow 16th, Rice—A. R. M.
Frithjof, Nor. s.s. 809, H. A. Haraldsen, 11th Jan.—Tamsui via Amoy and Swatow 10th Jan., Gen.—O. S. K.
Glenroy, Br. s.s. 2,900, Darke, 11th Jan.—London 24th Nov., and Singapore 4th Jan., Gen.—McG. Bro. & Gow.

Holstein, Ger. s.s. 985, J. C. Ilan-en, 8th Jan.—Haiphong and Hoitow 7th Jan., Rice—Pigs.—J. & Co.

Hopson, Br. s.s. 1,329, J. C. Ilan-en, 8th Jan.—Samprang 30th Dec., Sugar—J. M. & Co.

Hue, Fr. s.s. 705, Godinenu, 27th Nov.—Haiphong and Hoitow 26th Nov., Gen.—A. R. M.

Iradelli, Br. s.s. 3,215, S. Cullington, 28th Nov.—Shanghai 24th Nov., Ballast—J. M. & Co.

Katibla, Br. s.s. 3,140, F. Walker, 10th Jan.—Kuchinozaki 1st Jan., Coal—B. & Co.

Malta Br. s.s. 3,600, R. A. Peters, 12th Jan.—Shanghai 9th Jan., Mails and Gen.—P. & O. S. N. Co.

Marie Jebsen, Ger. s.s. 2,247, H. Lorenzen, 13th Jan.—Mojj 9th Jan., Coals—Jeffries & Co.

Nam Sang, Br. s.s. 2,591, Gen. Payne, 10th Jan.—Calcutta 24th Dec., via Penang and Singapore 3rd Jan., Gen.—J. M. & Co.

Powderham, Br. s.s. 1,497, A. B. Toms, 9th Jan.—Barry Dock 12th Nov., Coal—Order.

Proteus, Nor. s.s. 1,021, C. Moller, 3rd Jan.—Manila 28th Dec., Ballast—E. A. T. Co.

Rubi, Br. s.s. 1,611, R. W. Almond, 9th Jan.—Manila 7th Jan., Gen.—S. T. & Co.

Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.

Stanley Dollar, Br. s.s. 1,870, Bruce, 3rd Jan.—Mojj 28th Dec., Coals—S. T. & Co.

Swanley, Br. s.s. 2,780, Wm. Sheldrake, 16th Jan.—Singapore 3rd Jan., Gen.—G. L. & Co.

Tartar, Br. s.s. 2,768, F. E. Evans, 12th Jan.—Vancouver 13th Dec., and Shanghai 9th Jan., Gen.—C. P. R. Co.

Tillajap, Dut. s.s. 3,468, H. Koops, 10th Jan.—Java Port 2nd Jan., Gen.—J. C. L.

Volute, Br. s.s. 2,599, E. Halliday, 5th Jan.—Pelembang 20th Dec., Petroleum—A. K. & Co.

SAILING VESSELS.

Geo. T. Hay, Br. ship, 1,270, E. Spicer, 20th Dec.—Cebu 26th Nov., Ballast—A. K. & Co.

Tarang, Am. sch. 72, Prabs, 13th Dec., Beche-de-Mer—Mr. G. P. Lammet.

Ships Passed The Canal.

Outward—23rd December—Mackao, Ido-meneus, Alelo, Radnorshire, Heathburn, 27th December—Baralong, Formosa, Zetien, Benorlich, East Abby, 30th December—Abanga, Prometheus, Romulus, Pera, 4th January—Benalder, Glenfang, Fallow Hall, Caylon, Senter, Baron, Shunton, Dalmay, Muller, Mr. and Mrs. Guido Lavallee, Mrs. Le Drie, Mrs. Annie, Mr. Mener, Mr. Frankel, Mrs. Helene, and 16 French soldiers, For Yokohama from Marseilles—Mr. W. W. Wierschur, From Singapore—Messrs. R. Chobirnall and Pollo.

Homeward—30th December—Preussen, 4th January—Agramman, 7th January—Tourane, 10th January—Jason, Tylemachus.

Arrivals at Home—23rd December—Hindustan, 27th December—Manila, Macau, Prince Regent Luitbold 4th January—Kaitow, 10th January—Brigavia, Claverburn, Jason, Slatonia, Vigilante.

Steamers Expected.

Vessels	From	Agents	Due
Sinla	Singapore	P. & O. Co.	Jan. 14
Siberia	Shanghai	P. M. Co.	Jan. 14
Emp. of India	Japan	C. P. R. Co.	Jan. 16
Lightning	Singapore	D. S. & Co.	Jan. 16
Japan	Karatsu	C. J. J. L.	Jan. 16
Roan	Japan	M. & Co.	Jan. 17
Colombia	O. & Co.	Jan. 18	
Arabia	Portland	P. & A. Co.	Feb. 8

VISITORS AT THE HOTELS.

PEAK.	Moxou, Mr. and Mrs. Herbert
Bentwick, Capt.	Olifent, Capt. and Mrs. Mrs. children
Bentwick, Mrs.	O'Neill, J. L. Hough
Boyle, Lady and maid	Mrs. Mrs. Mrs. Mrs. Mrs.
Brown, Col. F. L.	Parker, R.N., A. R.
Brown, Mrs. L. F.	Parker, Mrs.
Brown, Miss	Phillips, Major
Brown, Miss Ethel	Pollock, K.C., Mr.
Chapman, A.	Poxton, Mr.
Chichester, Major and	Robert, A. G.
Courtney, A. A.	Sawyer, Mrs.
Darling, Col.	Smith, C. W.
David, A. R.	Smith, A. Findlay
David, Jr. Mr.	Smith, Mr. and Mrs.
Dixon, Mr.	Spalchauer, W. O. C.
Dymock, Lieut. A.	Stevenson, D.
Gales, Capt.	Stokes, Mr.
Graft, A. R.	Stopa, Mr.
Hart, Capt.	Story, Mr.
Hawkins, Mr.	Thomson, Mr. & Mrs. W.
Hawkins, Mr.	Watkinson, H. P.
Hedger, R. J.	Watkinson, H. P.
Hibberd, W. S.	Watkinson, T. P.
Blair, D. K.	Moir, R.N., Lt. and Mrs. W. M.
Boggan, Mr. and Mrs.	Perkins, Mr. and Mrs. T. L.
Broughall, L.	Potts, W. H.
Cheshire, Mrs. C. E.	Puddephatt, W. T.
Clark, Dr. Francis	Quine, Jas.
Clark, T.	Kane, F. O.
Clark, W. G.	Ranney, Mrs. F. O.
Conger, U.S.A. Minister	Reiffinger, G.
and Lady E. H.	Rice, P. F.
Cunningham, G.	Roach, Mrs. J. S. and
Deacon, F. B.	child
Denn, G.	Sayle, R. T. D.
Disizian, V.	



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesties' Mails, will be despatched from this for BOMBAY, TO-MORROW, the 14th January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamers proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 25th February, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th January, 1905.

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & CO.

Hongkong, 30th December, 1904. [1398]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for
MARSEILLES on TUESDAY, the 24th
January, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.

S.S. POLYNESIEN..... 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Tremont... 9,606 T. W. Garlick, Ab. Jan. 19

Lyra... 4,417 G. V. Williams, Feb. 9

Pleidates... 3,753 F. G. Purington Mar. 4.

† Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED.

General Agents.

Queen's Buildings,

Hongkong, 9th January, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & CO.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [62]

SAVARESSES
SANDAL
CAPSULESEffacious because absolutely pure,
English Oint. Not made of gelatinous
full directions. All Chichis.

MAINTAIN ON SAVARESSES

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	LAST WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$700,000 \$20,000 \$175,533 \$191,973 }	\$1,492,554	{ Div. of £1.10. @ exchange 1/9 15/16 \$16.41 for first half-year 1904 }	51 %	\$705 buyers London £71
National Bank of China, Limited	99,925	\$7	\$7	{ \$1,000,000 \$700,000 \$20,000 \$175,533 \$191,973 }	\$21,668	\$2 (London 3/6) for 1903	54 %	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$81,739 }	\$150,494	\$17 for 1903	61 %	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$43 for year ended 30.4.1904	71 %	\$58 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$77,749 \$893,111 \$816,771 }	\$2,078,997	\$35 for 1903	5 %	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$37,794 }	\$186,284	\$12 for 1902	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$60	{ \$1,000,000 \$25,675 }	\$329,047	\$6 dividend & \$1 bonus for 1902	72 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,400,000 \$14,728,288 }	\$371,110	\$22 for 1902	61 %	\$40 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$185,000 \$250,000 }	Nil.	\$3 for year ended 30.6.1903	6 %	\$33 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$600,000 \$157,555 }	\$16,362	\$1 for first half-year 1904	104 %	\$27 sales
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	{ \$205,000 \$100,000 }	\$15,853	10/- for 1903 @ 1/10 5/16=\$5.378	41 %	\$23
Shanghai Tug and Lighter Company, Limited Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 15,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$40,000 \$60,000 }	\$19,555	Interim of 1/- (Coupon No. 5) for 1904	4 %	25/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$15,093 }	\$1,287	(\$1.80 & b. 40 cts) for year ending 30.4.04	51 %	\$38
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$21,675 \$130,153 }	\$33,648	\$5 for 2nd 8-year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$220 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$2 for 1897	...	\$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 for year ending 30.9.04	44 %	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$40,000 }	G \$7,820	No. 3 of 1/6	...	Tls. 71 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G. \$1 for 1904	6 %	G \$18
Rubn Australian Gold Mining Company, Limited	50,000	\$1	\$1	{ \$18,100 }	Dr. \$4,029	No. 12 of 1/-=48 cents	...	\$31 sellers
Société Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	{ Fcs. 257,17 Fcs. 1,529,524 }	Fcs. 25,706	Final of Fcs. 25 making		